Honolulu, Hawaiian Islands: Saturday, September 8, 1883.

THE PLOWERDEN PRANCHISE.

issue between Mr. Williams Flowendew and has been written and talked during the post few weeks, is not fully shown by the following complaint and answer; but enough is shown to prove that Mr. Flowerdew believed himself justified in investing a large sunx of money.

The Complaint. SUPREME COURT OF THE HAWAIIAN ISLANDS—IN EQUITY.

CHARLES T. GULICK, Minister of the Interior,

WILLIAM FLOWERDEW.

To the Honorable A. Francis Juno, Chief Justice and Chancelor, or other Jus-

tice of the Supreme Court: May it please your Honor: Humbly complaining, your orator, Charles T. Gulick of

Honolula, respectfully represents that he is his majesty's minister of the interior, and as such minister of the interior he files this bill of complaint and represents unto the court: First-That by law there is vested in him as such minister of the interior the general. supervision and control of internal public improvements within this kingdom, and that his authority in that regard extends to and includes

the construction, supervision and repair of all

public streets, roads and bridges within this

this kingdom one William Flowerdew, who has for some time past contemplated and been determined upon the project of constructing upon, along and through various streets in the city of Honolulu and suburbs in this kingdom, a system of tramways or street railways for the purpose of running thereon cars or other vehicles for the transportation of passengers

Third-That said William Flowerdew, defendant herein, has caused to be prepared a certain plan or draft (which is hereby offered for the inspection of the court), purporting to be a map of the streets of Honolulu and suburbs, upon which plan or map are indicated the proposed routes of his said proposed system of tramways, along and upon which streets and routes said defendant intends and threatens to so construct a system of tramways

Fourth-That said defendant has no authority from your orator as such minister of th interior, nor from any other person or source thereunto sufficiently authorized, permitting or licensing said defendant to so construct such system or any system, or any part or portion of any tramway in, upon or along the streets, or any street of said city of Honolulu, or any of its suburbs, and that any such unauthor ized construction upon said streets, or any of them, of such system of tramways or any part thereof, or any act of construction of such framway or any interference with or entry construction on the part of said defendant or of your orator's right, as his majesty's so minister of the interior, to control such streets -would be a violation of other public and private rights-electraction of his majesty highway, prejudicial to the dienity of the life. and a menace to the public peace.

Fifth-And your orator further shows that he is informed and believes, and so states the truth to be, that said defendant has engaged and employed one Julius H. Smith, a civil engineer, to superintend and direct the construction of said system of tramways. That upon the 24th day of August instant said Smith called upon your orator, at your orator's office in the capitol, in Honolulu, and informed and notified your orator officially and on be half (as said Smith alleged) of said defendant, that said defendant intended to and would commence the construction of said system of tramways upon the streets of the said city on the morning of the then following day, and your orator then and there forbade such threatened acts on the part of said defendant.

Sixth-And your orator further shows that, on the 27th day of August instant, (said threats on the part of said defendant to commence said construction on August 25th not having been carried out), your orator received from said defendant a letter and from said Smith a letter, each notifying your orator that said defendant would positively commence the construction of said tramways at the corner of King and Panchbowl streets in said city on the 28th day of August, 1883. Said letters (copies of which are hereto annexed, marked respectively "Exhibit A" and "Exhibit B," and made part of this complaint) are hereby tendered for the inspection of the court. And your orator believes that, unless restrained by order of this honorable court, said defendar will execute his said threat of so entering upon said streets and then and there digging up the turface of the same and constructing therein and thereon said tramways.

Seventh-And it is further shown to the cour that your orator is informed and believes, and so imported into this kingdom and now holds in readiness for such purpose large quantities of iron rails and other material appropriate and necessary to the construction of said propose tramways, and that said defendant has declar his design to use said material for such pur

Eighth-And your orator further shows that he is informed, and believes, and so states the truth to be, that said defendant professes and pretends to hold a letter or other written instrument received from John E. Bush, your orator's predecessor in office as such ministe of the interior, which instrument, as is claimed by said defendant, fully authorizes him, th tramways upon the streets of Honolulu an subsylts as aforesaid. But your orator protests and avers that such instrument, if any so defendant has, contains, and can contain, no legal or valid authority or license to said di fendant to so construct tramways or any tram

Ninth -All which doings and pretense the part of said defendant are equity and good conscience, and tend to the manifest wrong and injury of his majesty government, and the public at large. In consideration whereof, and to

berefore, that said defendant may fall, true, firect and perfect answer make to all and singular the matters and things hereinbefore stated and set forth, and that as fully and particularly as if the same were here again

eing hereby expressly waived). And that your orator way have a decree perpetually enjoining and restraining said efendant, his engineers and agents from interfering with or entering upon any of the dreets of the said city of Honolulu or its thurbs with intent or purpose to dig or tear . slace thereon or therein any iron or other railund or tramway, except as may bereafter be

speated, and he thereunto particularly inter-

ogated that not upon outh, answer on outh

And that, pending the hearing herein, a ntsorary injunction may issue to said deendant, his attorneys, solicitors, engineers, agents, and all others acting, or claiming to ict, under his authority, commanding them to absolutely desist and refrain from any act of lestruction or other interference with the surface of said streets, or any act of construction of said tramways therein or thereon till the further order of this court.

And that your orator may have such further relief, or such other relief as the nature of the case may require, and to equity may seem

May it please the court to grant unto your erator the writ of injunction, also the proces of summons of this court, citing said William Flowerdew at a time, and under a penalty to be therein named, to appear and answer the premises, and further to stand to and abide the order of the court herein.

(Signed) CHARLES T. GULIOK, Minister of the Interior, W. M. Gibson, attorney-general. C. W. Ashford, solicitor for complainant.

Charles T. Gulick, being duly sworn, deoses, and states that he has heard read the true, except as to those matters therein stated to be on information and belief, and as those matters he believes it to be true.

CHARLES T. GULICK. Subscribed and sworn before me this 27th day of August, 1883.

BENJ. H. AUSTIN, Justice Supreme Court. Let process and injunction issue as prayed for, returnable before me, at my chambers, or Monday, September 3, 1883.

(Signed) RENL H. AUSTIN. Justice Supreme Court, Honolulu, August 27, 1883.

EXHIBIT A. HONOLULU, August 27, 1883. His Excellency CHARLES T. GULICK, Minister of the Interior, etc. - Sir: I have upon said streets, or any of them, with the pure the honor to inform you, that persuant to the pose and object of undertaking such act of terms of the authority granted to me by your

Punchbowl and King streets, and have to equest that you will instruct the road supermor not to interfere with the work.

I have the honor to be, sir, your bedient servant,

HONOLULU, August 27, 1883. To His Excellency CHARLES T. GULICK, Minister of the Interior, etc. -Sir: Having verbally notified you that I proposed commencing work and breaking ground for the purpose of laying rails for the tramway Mr. Flowerdue intends laying-upon Saturday, August 25th, at 7 A.M .- I have now the honor notify you that I was ordered by Mr. Flowerdew not to do so that day, but shall, upon Tuesday, August 27th, and shall com-

I have the honor, sir, to be your obedient

JULIUS H. SMITH, C. E.

SUPREME COURT OF THE HAWAIIAN ISLANDS-IN EQUITY. Minister of the Interior,

King street and Punchbowl street.

WILLIAM FLOWERDEW.

KALAKAUA, by the Grace of God, of th

Hawaiian Islands-King. To WILLIAM FLOWERDALE, his attorneys,

olicitors, engineers, agents and all others act ing or claiming to act under his authority, greeting: In accordance with a prayer in a bil equity this day filed against said William Flowerdew in this court by Charles T. Gulick, minister of the interior:

You are commanded, under such penalty the court may see fit to inflict for contempt of this writ, to absolutely desist and abstain from with the surface of the streets of the city o Honolulu or suburbs, and from any act of con struction thereon or therein of any iron or other tramway or street railroad, or any entry upon any of said streets with the intent and purpose of committing any such act until the further

order of this court. Witness the Honorable BENJAMIN H. Acs. TIN, Justice of the Supreme Court at Honolula, this 27th day of August 1883.

[Seal] (Signed) WILLIAM FOSTER, Clerk of the Supreme Court W. M. Gibson, attorney-general. C. W. Ashford, solicitor for complainant.

IN THE SUPREME COURT OF THE HAWAIIAN ISLANDS-IN EQUITY.

TICE AUSTIN. WILLIAM FLOWENDEW, The answer of William Floweniew, bove named defendant, to the bill of a plaint of the above named plaintiff.

This defendant, saving and reserving to himself all benefit and right of exception to the said bill of complaint for answer thereunts

First-That he admits the allegations contained in the first paragraph of the said bill of

Second - That he admits the allegations contained in the second paragraph of the said bill

Third-That on or about the 14th day of June last, Walter Murray Gibson, minister of foreign affairs and attorney-general of this kingdom, called upon this defendant, at his rooms in Honolula, and conversed with this defendant as to his views in projecting and carrying out his scheme for laying horse tramways in the streets of Honolalu and the suburbs thereof, and expressed his general concurrence therewith, and gave this defendant to understand that his malesty's government would help this defendant to carry out the said under-

Fourth-And the said Walter Murray Gibson informed this defendant that the matter was within the department of the interior, and that the defendant should apply to the minister of the interior (then John E. Bush) for such authority, and stated that the matter would be favorably represented to the said John E.

Fifth-In consequence of the above interview, a formal application to the minister of the interior was prepared, to be presented to him on his return from Kauai, and this defendant wrote and sent such application, in the words and figures following, that is to say: HONOLULU, June 26, 1883.

His Excellency JOHN E. BUSH, Minister of the Interior, etc .- Sir: Considering the great public benefit and convenience that street tramways have proved in the cities and towns of Europe, the United States of America. and elsewhere and considering that the capital of this kingdom should not longer be without such accommodation as cities of smaller size and importance possess, I respectfully request the requisite permission and authorization for myself and any others who may associate with me, whether incorporated hereafter or not, to lay down tramways, and run oregoing bill of complaint, and that the same cars for the conveyance of passengers, etc., in the usual manner, as in San Francisco and New York, in the streets of this city of Honolulu

> In view of the expense and trouble involved in this work and preliminary expenses, I would request that a reasonable time be allowed to construct the tramways and open them to the public before any further permission be given, say six months, to make surveys and select the streets and roads, and three years to finish the construction of tramways. Naturally, however, so as to get a return on

capital invested, the concluded portions of the tramways would be opened to the public as speedily as possible. If it is considered necessary, I shall be prepared to enter into a fair and reasonable guaran-

tee that the tramways shall be constructed within the time specified. arrival of the mail steamer, whether or not I permission granted me by

And this defendant received from the said John E. Bush an answer to the said letter. which answer is in the words and figures following, that is to say :

DEPARTMENT OF INTERIOR. HONOLULU, June 30, 1883. Sta: Having considered your application for permission and authority to lay down tram ways, and run cars in the streets and roads of this city of Honolulu and suburbs, and recognizing that this work is one of public utility you individually, or with such others a may associate with you, whether incorporated screafter or not, are hereby authorized to lay lown tramways and run cars for the convey ance of passengers in such streets and roads in the city of Honolulu and suburbs as you may

You are hereby granted six months from date hereof to make surveys and select streets. and roads, and three years in which to finish the construction of said work; and until the expiration of said periods of six months and hree years respectively, no similar permission will be granted.

You are authorized, and permitted to operate any portions of said tramways as they may be

Considering that the permission to lay the ramways will lapse for any streets or roads not operated upon within three years, and feeling assured, from the tenor of your letter, hat you intend to commence the work without any unnecessary delay. I do not deem it necesask for any further guarantee.

In the event of your desiring to form a corporation you will have to make a company, and apply for a charter in the usual manner. Hoping you will succeed in your efforts to nitiate and carry out this work to a successful sue, I have the honor to be, sir, your obe-

JOHN E. BUSH, Minister of the Interior. This defendant then wrote and sent to the said John E. Bush a letter in the words and

figures following, that is to say : HONOLULU, July 2, 1883. His Excellency Jours E. Busin, Minister of he Interior, etc. -Sir: I have the honor to acknowledge receipt of your letter dated June 30, granting permission to make tramways in this ity, and I thank you for your kind wishes for the success of the undertaking.

I leave for San Francisco by the mail steamer now due, and shall make the necessary arrangements for proceeding with this undertaking. I have the honor to be, sir, your mos

obedient servant. (Signed)

Sixth -That this defendant accordingly proneded to San Francisco, and incurred conand cars for the purposes of the said under of superintending the laying down of was properly authorized by the said John E. by his letter of the thirtieth day of June

And this defendant, acting upon the

this defendant submits that the said John E. Bush had good and sufficient authority to give the permission contained in his said letter of the thirtieth day of June, and he denies that the carrying out of the said undertaking would be in contempt of the plaintiff's rights as his majesty's minister of the interior, to control said streets, or that the same would be a vic lation of other public and private rights, or

destructive of his majesty's highway, or preju-

dicial to the dignity of the law, or a menace

to the public peace. Seventh-And this defendant further saith that he is advised and believes that should the plaintiff succeed in preventing this defendant from carrying out his said undertaking, according to the permission granted as aforesaid, the Hawalian Covernment is and will be responsible to this defendant for damages sustained by him in consequence thereof.

Eighth-That this defendant admits the several allegations contained in the fifth, sixth and seventh paragraphs of the said bill,

Ninth-That the plaintiff well knows, and at the time of the filing of his said bill of complaint well knew, that this defendant held the said letter of the thirtieth day of June. And this defendant admits that he does claim such letter to have the effect stated to be claimed by the defendant in the eighth para. graph of the said bill.

Tenth-That, on the 14th day of August last, this defendant received a letter from the plaintiff in the words and figures following,

DEPARTMENT OF THE INTERIOR, HONOLULU, August 14, 1883.) Mr. Wm. Flowerdew, Hawaiian Hotel-Dear Sir: In reference to the scheme of laying down street tramways in the city of Honolulu, for which you claim a ministerial authority, and which you desire to inaugurate, and which has been the subject of our late conversations, I would say that our laws are quite clear in defining the powers of a minister, and especially of the minister of the interior, in any work of internal improvement, distinctly tating that his action must depend upon the "Consent of the King in Privy Council," and does not confer upon him the authority to act independently; consequently his majesty's government feel, that in justice to the interests you represent, as well as to enable them to sustain your enterprise to advantage, they must conform strictly to the spirit of the law, which requires that your proposition should be submitted for the consideration of his majesty

I have the honor to be your obedient servant, (Signed) CHAS. T. GULICK, Minister of the Interior.

Which letter was answered by this defendant on the sixteenth of the said month, as follows:

HONOLULU, August 16, 1833. His Excellency C. T. GULECK, Minister of the Interior, etc. -Sir: In answer to your As it is important for me to know, before communication of the 14th instant, in regard to am to be enabled to commence this work. minister of the interior to lay down tramways predecessor, under date of thirtieth of June, I kindly permit me to solicit an early decision. and run cars in the streets and roads of the city of Honolulu and its suburbs. I bee to say that I have no objection whatever to your lay ing the matter before the privy council if you

> I have the honor to be, sir, your most bedient servant.

(Signed) W. FLOWERDEW. And this defendant is informed and believes that the said matter has never been brought sefore the honorable the privy council. Eleventh-That on the 20th and 24th days f August this defendant wrote and sent to the

laintiff letters in the words and figures followng, that is to say : HONOLULU, August 20, 1883. To His Excellency C. T. GULICK, Minister f the Interior, etc. -Sir: Having received

report and outline of street railway from the ngineer, I have the honor to hand you copies for your information. You will observe that the rails will be laid from the water front at bottom of Fort Street up to Kukui street into Nunanu street also along Beretania street from Fort street to and

up Nunanu street and along King street from beyond Oahu prison road to Waikiki. It is intended to lay a single line of rails only three feet six inches wide. flush with the sur-

face of the streets, the cars drawn by horse power only. The cars, after sunset, will carry the usua

lights of street railway cars or any modifications that may be desired by your department. To insure that the undertaking is carried on in a proper manner, I have secured the services of Mr. Julius H. Smith, of San Francisco. an engineer who is well known for his cana city and ability, and who has laid several stree

railways in San Francisco and elsewhere. I have the honor to be, sir, your most obe-W. FLOWERDEW. (Signed) Enclosures: First, Engineer's report; second,

map of Honolulu, with outline of street rail way, marked in red. HONOLULU, August 24, 1883. To His Excellency C. T. GULICK, Minister of the Interior, etc. - Sir: Referring to my letter of the 20th instant, covering engineer's report to me, and plan of Honolule, I wish to say that the statement and report is relative to the work intended to be proceeded with at

rights granted to me by the late minister he interior, which rights I do not waive; and only forward the report and statement for you The engineer advises me that it may be found desirable to go or return by Beretania street; but if this is decided upon, due notice will be given before the expiration of the six months allowed, as well as of any other street

resent, and is made without prejudice to the

t may be decided to run cars upon. Although the engineer advises only a single ine of rails at present, still, if the traffic show that the public would be better served and accommodated by a double line, that will be laid before the expiration of the time allowed for the construction of the work, excepting always those streets, or parts of streets, the are rather narrow for a double track.

In fact, everything will be done that engineer considers right and proper, and for the comfort and convenience of the people. The engineer in charge is fully authorize third paragraph of the plaintiff's said bill to be to enter into any agreement at any time as to

prepared and forwarded to the plaintiff. And the detail of the work, that it will be conducted in a true and workmaalike manner, and according to the usual method of similar

I have the honor to be, sir, your most obe-

W. FLOWERDEW. The 1/78-That on the twenty-fifth day of August last this defendant caused to be prepared an agreement carrying out the terms of the said letter of the thirtieth day of June, and forwarded the same through his majesty to the said plaintiff, and on the following day received a document for this defendant's concurrence and signature, which document is in the words and figures following, that is to say :

HONOLULU, August, 1883. His Excellency CHARLES T. GULICK, Minister of the Interior-Sir: Considering the great public benefit and convenience that street transways have proved in the cities and towns of Europe, the United States of America and elsewhere; and considering that the capital of this kingdom should not longer be without such accommodation as cities of smaller size and importance possess, I respectfully request the requisite permission and authorization for myself, and any others who may associate with me, whether incorporated hereafter or not, to lay down tramways and run cars for the conveyance of passengers, etc., in this city of Honolulu and suburbs, to which the undersigned venture to submit a synopsis of a general plan for contract and agreement, viz. :

FIRST. That he proposes to lay street railways and run cars upon passing such streets at present selected as follows: To commence from the water front at bottom of Fort street up to Kukui street, thence along Kukui street o Nuuanu street, also along Bertania street from Fort street to Nuuanu street, thence along Nuuanu street towards the Pali, also along King street from beyond the Oahu Prison road to Waikiki. It is under consideration, the laying of rails and running cars on Beretania street, but if this is decided upon, due notice will be given before the expiration of the six months allowed, as well as of any other street or road it may be decided to run cars

It is intended at present to lay a single line of rails only, three feet and six inches gauge, the cars to be drawn by horses or mules only; no locomotives will be used.

Should the application of compressed air or electricity be considered advisable, this will be a matter for consideration with the then minister of the interior, or by arbitration if necessary.

Although at present only a single line of rails will be laid with the necessary turnouts, still if the traffic shows that the public would be better served and accommodated by a double line, that will be laid if necessary before the expiration of the time allowed for the construction of the road, except in those streets or portions of streets rather narrow for a double the comfort and convenience of the people.

The rails will be laid in the centre of the

free passage of vehicles of any kind. In the more crowded portions of the routes the work will be done at night or early morning, so as not to interfere with the free passage

The rails used will not be under eighteen pounds per yard, and where necessary, heavier rails will be employed. They will be laid flash with the streets, and in a proper and workmanlike manner The cars will be of the best American type,

and some have been already ordered from a leading builder in San Francisco. The cars, after sunset, will carry the us lights of street railway cars. Bridge blocks will be provided for prope

protection of the fire hose in case of fire. Should any matter arise, not mentioned or provided for in this memorandum, they shall be arranged hereafter by agreement between the minister of the interior and the engineer in charge of the work.

The buildings and site of stable of the andersigned will be established within the city limit of Honolulu, as regulated by law, and that a license be granted him under the rules and regulations governing such matters. And if located at such place as is necessary to lead the water thereon, that a supply necessary for the use of the establishment should be provided, the undersigned paying the usual

It necessary, the government is to grant the privilege of taking of sand and stones from any quarry belonging to the government the quantity of which will be according to its requirement, at every irregularity of the street or road, not to exceed - tons, and if a larger quantity is required permission will be once applied for; also, for the temporary use of hs carts, wagons and machinery, if not otherwise occupied; the government receiving such compensation as may be agreed upon together with the privilege of prison labor if

The undersigned is willing to concede the privilege and extend the courtesy to those

a the following tables, viz: Their majesties the king and queen and the royal family, to government officials, police and messengers on special duties. That the government will be allowed free use and run cars on their rails, though not interfering with

personages passage free as are denominated

The term or period of the franchises granted shall not exceed

The passenger tare will not exceed to the fares enumerated in the following tables, viz: From Fort street to Walkiki bridge, named App

kehau, to and back To KapiolaniPark Kailhi bridge (Ewa road) To Pawoa (cross to Manoa valley

The undersigned have fully authorized My

Smith the engineer regularly employed in the service of this work to concur and agree with your excellency any further matters that are not expressed in this memorandum.

I have the honor to be, air, your most obe Thirteenth -- That this defendant declined to

ign such document and caused notice to b given as aforesaid of his intention to comm All which doings and pretenses on the part of the plaintiff this defendant submits are contrary to equity and good conscience, and

> CECIL BROWN. Solicitors and of Counsel for defendant

prejudicial to the rights of this defendant and

tend to subvert his majesty's government and

EDWARD PRESTON,

the good faith thereof and the proper respect

Advertising Growth of Papers. Compared with the daily papers of the old world, which each have but a few column f advertisements, the New York Herald and some of the Boston Sunday papers seem like new world wonders. A recent Sunday issue of the Herald had one hundred and thirty-two olumns of advertisements, the paper consist ing of thirty-two pages. The Boston papers have lately shown great growth of advertising space, largely due to the advertisements of Jordan, Marsh & Co., who spent large amounts in advertising, upon their change from whole-saling to retailing. The Boston Sunday Globe lately had sixty-four columns of advertise-ments, and the paper is not yet six years old. The Boston Herald is not behind these figures, The Poston Herald is not behind these figures, but on the contrary has a larger advertising patronage than any other New England paper. The Boston Journal, also, has made great gains of late. While the newspaper owner is happy to see his bank account grow with the advertising space, the reader of the paper has also good ground to rejoice, inasmuch as he finds a more readable paper in proportion as the profits of the business allow the employthe profits of the business allow the employ ment of better editors and correspondents, and the payment for telegrams of the latest and best news. A newspaper, however, must get a good start from the ablity of its editors and reporters to satisfy popular wants before the advertiser will consider its columns worth buy-ing. Then the advertisements come in and the paper makes rapid strides toward the field of first-class journalism.—Paper World.

suncement of the ravages of the cholera in Egypt reminds everybody that the terrible plague has periodically swept over the world, and awakens the apprehension that our own country may not be spared. Fortunately the laws of health are so much better com-prehended and observed than foremerly that

pere is no reason to anticipate a panic even sould the disease reach us. Communities and individuals know that care, cleanliness and wise moderation carry them safely even though such a torrid heat as was recently known in New York; and the same recently known in New York; and the same precautions generally and stringently observed will be equally serviceable in dealing with a plague like the cholera. Relaxing food, relax-ing and fiery drinks, careless exposure to are the chief causes of the unusual mortality o

lated by common sense, would greatly heighten the fatality of a cholera epidemic. To keep cool is the best exhortation, because it mean pility, a great responsibility devolves upon the sound of health at every scaport in the ntry, and especially upon that of New rk. Its powers, which are large, should b exercised with as much vigor as wisdom, and every citizen should cordially co-operate. Forewarned is forearmed, and we are distinctly

warned by every fresh report from Egypt.

A new cereal has been introduced into South Carolina with considerable success. It is known as millemaine, and is a native of South America, especially of the Columbia region, where it very largely fills the demand for food supply for man, while the fodder is very superior for stock. One chemist goes so far as to pronounce it superior to wheat in food quality. The plant is allied to the sorghum heads are larger and more compact, and the and being cut down to the roots, a second but inferior growth follows, and even a third crop of ripened seed can be had. Its capacity to withstand drought is very great, and this is one of the chief recommendations it has. The crop in South America matures in the midst of a live or six months' dry season, which is practically a drought. Experimentally the grain has been grown for several years in South Carolina, and has produced at the rate of from fifty to one hundred bushels to the acre. Where the rainfall is very light, and feed for stock must be grown, it is believed this new cereal will be introduced.

A Long Walk.

An adventarous walk across the entire con-tinent of Australia has been completed by George Ernest Morrison, a son of the principal of the Geelong College. The whole distance traversed from the Gulf of Carpentaria to Melbourne exceeded two thousand miles, and this was covered in one hundred and twenty days. Passing through uninhabited wastes, where sometimes intervals of over one hundred miles intervened between human habitations, he had to carry a swag, with provisions and apparatus for cooking, and this, of course, materially im-peded his rate of traveling. He had to carry a supply of water in some parts of his route where water could only be found at very long intervals. Part of his way led through a dis-trict inhabited by hostile blacks, who, in re-venge for being so mercilessly hunted down by the remote settlers, show little mercy to any the remote settlers, show little mercy to an white man who comes in their way. H walked every inch of the distance a ...can unarmed, cooking for himself such provision as he could secure by the way, and generall sleeping in the open air, muffled up in the blanket he carried in his awag. Notwithstanding the hardships he endured, he finished hit tollsome march in robust health.

that, throughout the era of pull-backs, the old lady has held fast to the expanding crinoline, she has been in the habit for years of wearing at the one time every dress she possesses. It addition to this, she carries with her to service or wherever she goes, her cap and saucer, mill jug and sugar pot, smoothing iron, frying pan and clothes-line—all dexterously hidden away

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ook-Bindery, Paper-Ruling and

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POST OFFICE NOTICE.

SUGGESTIONS TO THE PUBL Relating to the Mailing and Regist

of Letters, Papers and Parcels.

19. Letter Boxes will be prepared as soon as practica-ble, in all the post-offices of the Kingdom, and all per-sons who are in regular receipt of letters and mes-papers will find it greatly to their convenience to have o. A letter deposited in the mail can be recalled or

8 8 8 N N N